

Minutes of the Public Works Committee - April 1, 2004

Chair Manke called the meeting to order at 8:30 a.m. Supervisor Nilson led the committee in the Pledge of Allegiance.

Present: Chair Richard Manke, County Board Supervisors James Behrend (arrived at 8:37 a.m.), Genia Bruce (arrived at 8:42 a.m.), Karl Nilson, Hank Carlson, Rodell Singert, David Swan

Staff Present: County Board Chief of Staff Lee Esler, Legislative Policy Advisor Mark Mader, Legis.Associate Sandra Meisenheimer

Also Present: Bob Johnson and Andrew Johnson of Waukesha Metro Transit, Public Works Business Mgr. Betsy Crosswaite, Building Operations Supervisor Scott Weber, Engineering Services Mgr. Gary Evans, Building Projects Mgr. Dennis Cerreta, Sid Samuels and Dan Mueller of Adolfson & Peterson Construction, Budget Specialist Linda Witkowski, Sheriff Inspector Bob Johannik, Jail Administrator Mike Giese, Captain Meg Schnabl

Discuss Mass Transit Ridership and Cost Statistics for Calendar Year 2003 / Discuss and Consider Activities and Route Proposals for Calendar Year 2004

B. Johnson explained the ten routes as detailed on the handout – Waukesha County Transit Route Status, as of March 1, 2004. To Swan's concerns, B. Johnson said they will be looking at how efficiently the routes are running, but where there is a larger number of people going one way, you will always have some buses coming back empty.

A. Johnson reviewed the statistics and ridership. The ridership has remained fairly consistent with some ups and downs. The biggest changes have been on Route 9 and 10, which are Milwaukee County routes. Overall there are increases in the 900 series routes and steady performance on most of the Milwaukee County routes. They will continue to work on getting ridership up. Recently they met with representatives from Quad-Graphics to figure out new ways to increase ridership and make the routes cost effective. The 900 series routes are putting in between 12-23% of their revenue toward the full cost. Routes 10 and 79 continue to pay for most of the expenses covered by farebox revenue. The 900 series routes are the most expensive, but in 2004 costs will be coming down due to the recent procurement which will influence subsidy/passenger figures. Regarding passengers per trip, the 900 routes are at the top as they do have a lot of passengers. They are looking at ways to increase ridership on Routes 9 and 106.

Bruce asked has there been a change in ridership because the rates were increased in September on the 900 routes? A.Johnson said those rates had not been changed in about 10 years and even the passengers were commenting that the increases were not a problem. Manke asked has the price of gas influenced anything? B.Johnson said they've noticed it on Waukesha Metro and especially in the last two weeks.

Swan asked how do you decide to discontinue a route? A.Johnson said they've discussed coming up with standards that the Board is comfortable with, such as if a route sinks to a certain level on performance standards, the first red flag would go up and looked at carefully to get the service to perform better. B. Johnson said they are considering combining Routes 9 and 106 with a Milwaukee County transit route or with Route 79 because they all serve the same general area. In the case of Route 218, some modifications will need to be made.

B. Johnson stated some things they will be doing this year are to look at under-performing routes by improving, changing or eliminating. This will be looked at over the next several months. Also, there is a new route schedule starting later this year (August during peak periods) for routes operating from downtown Waukesha from the new terminal to the area north of I-94 along Highways J and 164. This is an extremely built-up area with mostly offices but some industrial.

Status Update on Waukesha County's Mass Transit Contracts

B. Johnson said the City of Waukesha/Common Council did award the contract to Wisconsin Coach Lines after six months of rather intense and sometimes antagonistic procurement negotiation, which included a protest to the Federal Transit Administration by Wisconsin Coach Lines. This protest was thrown out. Now it is a win/win situation. Wisconsin Coach won the contract, the passengers won their buses with bathrooms and the county will save about \$1.7 million.

B. Johnson also updated the committee on the disruption of service on the route serviced by MV Transportation. He said there was a disruption of service but at no time did a passenger get stranded.

Swan asked if educating passengers on how much it costs per ride would be an option. B. Johnson said that could be done.

Read Correspondence

1. Letter from Gerald Schmitz, Chairman of Lisbon Town Board, to Director Bolte regarding two traffic concerns within their town.
2. E-mail from Co. Executive Finley on the success of the MRF program.
3. Memo from Co. Executive Chief of Staff Allison Bussler to the Muskego Chamber of Commerce and other interested parties regarding an information meeting on 4/27/04 regarding the Janesville Road Project.
4. Letter from Frank Busalacchi, Secretary of WisDOT, to County Highway Commissioners regarding highway funds.

Future Agenda Items

Esler suggested that the committee compile a list for the next Public Works Committee. The following suggestions were made:

1. Status update on the Wisconsin River Rail Transit Commission.
2. Update on progress made by departments on their objectives for 2004.
3. Discussion on the allocation of county lands for use of the airport, fairgrounds, Northview, and roughing out Airport Drive.
4. Quarterly update on mass transit.
5. How highways are funded (federal, state, local).

Approve Minutes of March 11, 2004

Motion: Behrend moved, second by Carlson, to approve the minutes of 3/11/04. Swan referred to the third paragraph on Page 2 where he asked "what is the \$125,000 for?" The response by Cerreta will be changed to "that amount is what has been spent to date from the project contingency."

Another change requested by Singert will be reflected on Page 3 in the last paragraph as follows: "To Carlson's question, Singert replied that his chances of being appointed to the Airport Commission are nil." **Motion carried as amended 7 – 0.**

Motion to Allow Secretary of Committee to Approve the Minutes of the Last Committee Meeting on Behalf of the Committee

Motion: Behrend moved, second by Swan, to allow Supervisor Bruce, as secretary of the committee, to approve the last meeting minutes of 4/1/04 on behalf of the committee. **Motion carried 7 – 0.**

Verbal Report from Executive Committee Member

Manke reported that at the next meeting on April 5 Representatives Jeskewitz and Nischke will be appearing to discuss legislative issues. At the last meeting on March 22, there was a closed session, which Manke did not attend because he knew the party involved.

Verbal Report from Committee Member Attending Airport Commission Meeting

Bruce stated that there hasn't been a meeting since the last meeting on March 10, but the minutes of the scoping meeting of March 16 regarding the Airport Runway 10/28 Safety Area Improvement Project were available for anyone interested.

Review and Consider Bids for Courthouse Sunshade Fascia and Soffit Repair Project (Project No. 1-200-035)

Bolte appeared to thank the committee for the last two years. He stated there have been two difficult projects (Comm.Center; jail), and he thanks everyone on behalf of all the Public Works staff for the committee's support. In spite of the differences, he very much appreciates the continuing support of the projects.

Weber stated that this project was initiated in 2002 with the former Building Operations Manager (Neil Ribarchek). There was a budget and concept done with Cudahy Roofing which was \$68,800. A project contingency of 8% was added of \$5,500 which brought the project to \$74,304. The project was supposed to be done in a year or two but because of budget cycles the total project is now \$77,300. Unfortunately, since Ribarchek left, the project file is nowhere to be found. Now Weber is in charge of the project and has asked for the funds to be carried over. The project was bid out about 45 days ago and at that time the cost of steel had doubled. Weber explained which accounts they would be drawing funds from to cover the costs.

Motion: Behrend moved, second by Swan, to approve the base bid from Andrew Bukacek Construction, Inc. in the amount of \$92,806. **Motion carried 7 – 0.**

Consider Proposed Ordinance: 158-O-161 Laying Out, Relocation and Improvement of CTH "Q", Project I.D. 02-2751(13)(A), Colgate Road to STH 175 – Village of Menomonee Falls/Village of Germantown, Waukesha County/Washington County

Evans and Braun were present. A map of the area was distributed. **Motion:** Behrend moved, second by Carlson, to approve Ordinance 158-O-161. This ordinance identifies right of way acquisitions for Capital Project 9115 (CTH Q, Colgate to STH 175).

Evans said this is a relocation order that gives statutory authority to buy land for the reconstruction of Highway Q between Lannon Road and Highway 175. The project is in two segments to make it more manageable. Therefore, they will be coming back next year with another relocation order for the project between Colgate Road and Lannon Road. In addition, they are working with Washington County since the northern part of the project is in that county. **Motion carried 7 – 0.**

Consider Proposed Ordinance: 158-O-162 Order to Convey Title to Highway Right of Way to the State of Wisconsin, Project I.D. F1 056-1(13), IH 94 at Waterville Road, Town of Summit

Motion: Singert moved, second by Behrend, to approve Ordinance 158-O-162. A parcel/vicinity map was distributed. Braun stated this is yet another case of -- we bought it but used state money under the jurisdiction of the state and now they would like it back. Waukesha County has to give it back to the state by quitclaim deed based on Wisconsin State Statutes. It was purchased in 1948. To Esler's question, Braun said this parcel is not buildable on its own because sewer and water are not available. It is also close to the freeway and there would be setback requirements. **Motion carried 7 – 0.**

Consider Proposed Ordinance: 158-O-163 Order to Convey Title to Highway Right of Way to the State of Wisconsin, Project I.D. T066-1(5), STH 67, City of Oconomowoc

Motion: Nilson moved, second by Behrend, to approve Ordinance 158-O-163. A parcel/location map was distributed. Braun stated this land was purchased and what occurred was realigned by the state. Now it is developing into a shopping center. Erdmann Development bought 8 single-family homes and razed them. **Motion carried 7 – 0.**

Discuss Cost Increase of the Justice Facility Alternate of the Upgrade to the Roof Structure

Cerreta, Samuels and Mueller were present. Cerreta said obviously they are not allowed to enter into a contract until the ordinance is approved and the Public Works Committee gives final approval. During a short time, within days, the numbers increased dramatically regarding steel. Cerreta said when the committee approved the bids at the last meeting, they actually were approving the transfer of money from the contingency fund into the project fund. It wasn't really approving the bids, because there weren't any bids. Also, there wasn't a 30-day guaranteed number at that time.

Two letters were distributed from Adolfson & Peterson to Dennis Cerreta regarding Alternate No. 2, Area C Roof Change. The March 8 letter indicates a total amount of \$103,495. The April 1 letter shows a total figure of \$192,617, which Cerreta explained. Mueller reviewed a third letter, which gives a timeline of correspondence and events from 6/26/03 to 3/31/04 pertaining to Alternate No. 2. Also distributed was the Change Order Request Log as of 4/1/04.

Esler said the committee today is getting the information but this issue is not agendaized for approval at this point. What will have to occur is an ordinance, similar to the one in February, going to the Board at their evening meeting on April 13. Esler asked how long are these numbers good for? Samuels said they've requested 30 days but if there is an increase in steel prices one more time at a 25% jump, he doesn't know if they'll be able to maintain that price. Esler asked what is the County Executive saying? Cerreta replied that he didn't get the feeling that Finley would not support this.

Mader asked Samuels, it sounds like if steel prices continue to escalate that going to the Board this second time might not be sufficient. We might even need to go a third time. Samuels said the only example he can give is what will the cost of gas be tomorrow? There is no guarantee. Mader asked what if there is a decrease in steel prices? Samuels replied that if the market dropped 25% in the next month they would be requesting an adjustment. Manke asked is the price good for 30 days?

Samuels said it is good for 30 days unless there is another 25% increase in steel prices, which indicates this request should be done as soon as possible.

A long discussion by the committee continued. Nilson said he would like to discuss at what point does the steel gouging preclude these savings and we say forget it. There comes a point where you just say “no”. Singert said he doesn’t expect Adolfson & Peterson to make up the difference because that is unreal, but he does object to the construction manager not having an internal policy that says this is a change order and the prices in writing stand. Samuels went on to explain what is going on in the construction industry. He stated they were acting on the notices to proceed to keep the project moving forward. Singert said back on the 11th they all were made aware of the window of opportunity of 20 or 30 days to make this decision and make it fit within the construction schedule. How much time is left in this window to continue on this project? Mueller said it still works within the construction schedule.

Singert said he still favors the project but he has some real slow steps to walk in accepting the price. Swan said he is disappointed in the construction manager part of this. He has worked with construction managers in the past and looks at their job as helping to nail down things that we oversee. When we voted on bids at the last meeting, we missed the terminology that we weren’t really voting on bids. We should have caught this.

Mueller reviewed the steel price and percentage increases from 12/15/03 (\$20/ton or 4%) to 4/1/04 (\$120/ton or 25%), as detailed in his letter. The average price of steel before the recent increase was \$480/ton. Now it is at \$600/ton. Esler said that the timeline report is correct then, that the percentage increase is 25%. Why then, he asked, is the Duwe Metal cost more than doubled? Samuels replied, “Good question.”

Behrend stated the benefit to the county in the long run would be deferring building new prisoner housing some day. We will eventually reach the point when the jail is full again. Instead of building the next pod to the east for probably \$20 million, we’re spending about \$4 million and probably pushing it out another five years; therefore, there is a real present value to putting the concrete in now.

To Singert’s question, Samuels said he could ask Duwe Metal Products if they have thoroughly searched the costs on the steel for this project, but he can probably answer that question now. The answer likely would be yes, but he will ask. Cerreta said what you the committee should think about is whether the \$90,000 is worth it to do it now. If you think it is, as he does, you should speak to that on the floor.

Manke thanked the committee for serving. He said everyone likes to talk and as long as he is a committee chair everybody will get to talk. The committee thanked Manke for being the chair.

Motion to adjourn: Singert moved, second by Behrend, to adjourn the meeting at 12:14 p.m.
Motion carried 7 – 0.

Respectfully submitted,

Genia C. Bruce
Secretary

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